AMERICAN FARMER.

RURAL ECONOMY, INTERNAL IMPROVEMENTS, PRICES CURRENT.

"*O fortunatos nimium sua si bona norint*
"*Agricolas.*" . . . VIRG.

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INTERNAL IMPROVEMENTS.

PLANS AND PROGRESS OF
Internal Improvement

In South Carolina; with observations on the advantages resulting therefrom to the Agricultural and Commercial interests of the State.

Plans and Progress of the Publick Works.

THE BOARD of PUBLICK WORKS had their first meeting on the 24th of January last, but in consequence of Maj. Wilson's declining, from ill health, to fill the department of roads, rivers, and canals, there was no acting commissioner for that department until the 15th of February; no contract of course could be made till after that day. Since that time the business has progressed steadily according to the views of the Legislature, and the plans devised by the board at its first meeting. The work has necessarily fallen into three great divisions.

First. Opening and improving the navigation below the falls.

Second. Opening the navigation by canals, locks and sluices above the falls.

Third. Constructing a road according to the Act of the Legislature, from Saluda mountain by Columbia to Charleston.

On the lower river the following works have been steadily carried on, except where interrupted by freshets.

The Peedee had been about half finished the last year. Under General Williams the work has been continued and is now completely finished. This river is now safely navigable from its mouth to the shoals at Chatham, a distance of more than one hundred miles. There are now running on it one steam boat and two team boats, that navigate it with great expedition and safety. The freight of cotton from Chatham to Georgetown is reduced to seventy-five cents per bale. The boats and machinery on the Peedee are ordered to Black Creek; a short time will be required to render this stream entirely navigable to within a short distance of the Chesterfield line. It is contemplated that they shall then open Lynch's Creek, and ascend to a point where the navigation must stop, some distance above where the stage road from Camden to Society Hill crosses it. Black River and Black Mingo will then be visited by this force, and opened to their heads.

A force under Mr. Durant has entered the Waccamaw, and has made considerable progress. When this stream is finished, the same boats will proceed to little Peedee, and render it navigable to the North Carolina line. Early in March a force was organized under the direction of Col. Nixon of Camden, for clearing the Wateree from that place down. The work was extended down that river about one fourth of the way, when the high waters rendered it necessary to discharge the force. It is believed that had the season been a favourable one, the work would have been nearly completed by winter. Another year will render this river navigable by steam boats to Camden.

In April Col. Myddleton began the work on the Congaree where it left off last year, and has descended some distance down the Santee. The only formidable difficulties now existing in the navigation from Granby to Charleston, are the shoals in the upper part of Santee and the rapids at Murray's ferry. A more favourable state of the river would have enabled Col. Myddleton to remove these before winter. When the river is low, a few months will complete it. The narrows at Bull's Bay are finished, and those at Sullivan's Island nearly completed. With the improvements already made, a good steam boat navigation is opened between Charleston and Columbia, which has reduced the price of freight one half. The further works to be done there will render it quite safe and expeditious.

The work on Edisto, commenced last year under Mr. Head for the south, and Mr. Williamson for the north fork, has been continued this year, and these streams are nearly finished. On the main river or low Edisto, the force under Col. Johnson will ensure a good navigation before winter.

Navigation above the Falls.

When the board commenced operations in February, the Saluda canal had been nearly excavated for two miles and a half. At the head of this canal a large extent of very hard rock remained. This has been blasted out, and a guard lock erected to protect the canal from the very high freshes of this river. Two locks of eight feet lift have been built of hewn granite, and all the materials collected for the other two. It will require not more than two months to finish these locks; and but for the suspension of the work by the early sickness which drove the workmen from the rivers about the first of July, they would have now been completed. It is expected this canal will be finished by January, overcoming a fall of thirty-five feet, which now closes that river, and precludes the possibility of a boat's passing. This navigation will be extended at least ninety miles above Columbia.

The next obstruction on the Saluda is at Drehr's Mills, fourteen miles above its junction with Broad River. The fall there is twenty-two feet in eleven hundred yards. The canal was began in April. The excavation in part, through very hard rock, has been finished. The stone culverts are completed, one of which is so large as to pass a creek under the canal. The stone for the locks are partly cut out. Messrs. Dyer, Gass and Robinson will have a competent force on this work by the middle of October.

The Columbia canal was commenced about the first of March by Mr. M'Kensie the contractor. This canal is about three miles long, having a basin nearly opposite to the state house in Columbia, to which the dragg boats of steam boats may ascend. About one mile of this canal, in the most difficult part, has been excavated, and nearly finished off. The strong stone walls at its head, rising above the highest freshets of that river, are up, and all the stone cut out and other materials prepared for putting in the guard lock. The materials are also collected for putting in the stone dam across Broad River, connected with this and the Saluda navigation. The lock of eight feet lift, which is to overcome the falls at Bull sluice, three miles above Columbia, was undertaken by Mr. M'Kensie. All the materials were got ready, and the foundation in part prepared when by the rapid rise of the river, the work was interrupted and finally suspended by the removal of the workmen to the Saluda mountains. Mr. M'Kensie will recommence his works in October with a strong force. The guard lock and lock of the Bull sluice will be completed by January, and in the course of next year the canal will be extended to Granby.

The next difficulty in Broad River, of great magnitude, is at Lockhart's Shoals, seventy-five miles above Columbia. The fall is forty-seven feet in one hundred and thirty chains. The work here is undertaken by Col. Nesbitt. The canal was began in April and is nearly excavated. The stone for the guard and for one other lock is cut, and the other materials collected. A strong force, already engaged, will be added to the present workmen in October. When this fall is surmounted, boats can ascend with perfect safety to ninety-nine Islands, one hundred miles above Columbia. Two other shoals then intervene before the navigation reaches the North Carolina line. In North Carolina measures are taking to remove the obstruction in that state, and extend this navigation forty miles above the line of the two states, near to the foot of the Blue Ridge.

The Catawba River early engaged the attention of the Board. But the difficulties attending its principal shoal rendered a very careful and extensive investigation and survey necessary, before any plan of operations could with safety be determined on. This examination was finished in April. The rapius extend eight miles and have a fall of one hundred and eighty-seven feet. A contract has been made with Messrs. Thomas and Briggs, who erected

Some of the locks on the Schuylkill, for the first section, covering three miles and requiring six locks. The force destined for this work arrived so late that it was thought imprudent to increase it till October. About one mile of the canal is excavated, and some materials for the stone work collected. It has been suspended till October by the removal of the workmen to the Saluda mountains. The work will then be recommenced with a strong force.

The importance of this navigation has induced the Board to extend the works on this river. With Messrs. Kibbe and Grafton they have contracted for the canal and locks at Love's Shoals, twelve miles above Camden; and with Mr. Leckie for the canal and locks at Landsford, sixteen miles above Rocky Mount The force for Love's is already engaged, and for Landsford a part of it is now on the way to the Catawba. Both works will be begun in October. When this river is opened, boats may ascend to a place called the Pleasant Gardens above Morgantown, and three hundred miles from Charleston by land. This navigation will enter the Blue Ridge, passing through the finest countries of North Carolina, and approaching within fifty miles of the navigable waters of the Holston in Tennessee.

Roads.

The act constituting the Board, required a road to be opened from Charleston to Columbia, and thence to the north Carolina line, over the Saluda mountains. As soon as the president and engineer could examine the rout between Charleston and Columbia, the work was begun at Goose Creek under Mr. Bee, at Wassamasaw Swamp under Mr. Reardon, and at Dean Swamp under Col. Mellard. The work has been much interrupted by the rains; but such progress is made that it is believed these parts of the road will be finished before November. The swamp and bridge at Beaver Creek have been finished by Col. Myddleton. At Huckabuck Swamp, which is often covered five or six feet deep by the back waters from the Congaree, the high and extensive causeway was commenced by Mr. Anderson in April. The removal of his white force at the approach of the sickly season, suspended the work for a short time, when it was recommenced under Col. Myddleton with slaves, and is nearly completed and covered with gravel. A new Bridge on Town's plan, one hundred and four feet long, having but one arch, has been erected over the Congaree Creek, and a similar bridge is preparing for Goose Creek, and will be soon up.

The road through the Saluda mountains was examined early in June, and its course determined on. The work was reserved, according to the direction of the legislature, as a retreat for the workmen on the rivers during the sickly season. An entirely new road was laid out and all the preparations made, so that the force commenced work on the 17th of July Before the 1st of September, more than half of this arduous untertaking was completed; it will be finished before the 15th of October. The road begins at the top of the Saluda mountain, and in ten miles passes down to the firm, level road, on the dry ridge between the Enoree and Tyger rivers, that extends in a direct course towards Columbia for fifty miles. No road is superior to it. At the foot of the mountains two other roads branch off, the one to the right leading to Greenville, Cambridge, and the western parts of the state, and the one to the left to Spartenburgh, Pinkneyville and the eastern parts of the state; thus furnishing the most direct road to the western country from every part of South Carolina.

This road shortens the distance to Columbia, and brings that place nearer to the western country than Augusta by twenty miles. The head of navigation of Saluda intersects the western branch of this road at equal distances, between North Carolina and Georgia. The Augusta trade from the western country will when the Saluda is opened, thus pass a navigable stream leading directly to Charleston.

With the view to extend the work to every river in the state susceptible of improvement, surveys and examinations have been constantly making, and will be continued by the Board.

To persons who have reflected upon the subject of internal improvement, there is no maxim of political economy better understood than "that agriculture and commerce will improve, and civilization and happiness spread in proportion as the facility of conveyance increases." Where men are kept asunder by forests, morasses or inaccessible mountains, their knowledge must be circumscribed and their conveniences few. In proportion as the difficulty of communication is removed, the spirit of enterprize increases. The inhabitants of different sections of the state mingle in social intercourse—their habits and customs assimilate—each transmits its improvements to the other—and each feels the beneficial effects resulting from the union.

This system of intercourse and benefit will continue to extend, as the difficulties which obstructed it are removed. There will no longer be any distinct interests, but all will be bound together in the great social compact by one common tie.

Adam Smith says 'that without the assistance and co-operation of thousands, the very meanest person in a civilized country could not be provided, even according to what are very falsely imagined the easy and simple manner in which he lives.' Civilized man requires conveniences and accomodations, which he cannot produce by his own labour; conveniences esteemed the most trivial are the produce of reciprocy; each has a variety of wants for which he gives his labour, or the produce of his labour, which is the same thing, in exchange; and an easy communication with the distant parts of a country extends and facilitates this transfer. An easy communication not only combines the exertions of men, distributes their labour through a variety of channels, and spreads with more equality, the blessings of life; but tends to destroy those prejudices too frequently entertained by people remote from each other, which are always injurious to the mass of society and sometimes fatal to the welfare of a republic. Men, in commercial intercourse mingling with men, imperceptibly lose their local prejudices, and their customs gradually assimilate.

Easy communications to the different districts of a state also render it more secure and more independent of its neighbours, by collecting and bringing forth all its internal resources; and by uniting and transporting with rapidity the strength of the country and the means of defence. By these a nation is rendered great and powerful, for it is undoubted, that where the accommodations of life are abundant and procured with facility, the population of the country will increase, and population creating a demand excites to greater industry and promotes further improvement. Such have ever been the progressive steps of civilization.

Thus we see in various periods of society the most vigorous exertions to open communications between distant provinces, made by the most eminent characters. These are works out of pompous and useless magnificence, but of real utility; and remain the noblest monuments of the citizens who promote them.

Unfortunately we find the majority of men adhere strongly to established customs and prejudice, the common enemy of every new work. When the first canal was undertaken in England, so unacquainted were the people with the use of canals, and so prejudiced in favour of their old custom of wagoning and river navigation, that the undertaking was deemed chimerical, and ruin predicted as the inevitable result; yet it had not long been finished when the certainty and facility of this mode of transportation opened the eyes of the people. The whole empire is now intersected with canals, by means of which the productions of all parts are transported to and from the different counties with such facility as to open a home market unrivalled for extent and importance, and to maintain a foreign commerce unexampled in the annals of history.

In the light of national improvement, the produce of labour is the real wealth of a country; the more the labour will produce, so much more the nation improves. Now it is obvious, that in proportion as produce is remote from market, its value is diminished in consequence of the expense of carriage. Those parts of a country, however fertile the lands may be, which are excluded from exchanging their surplus produce for the necessaries they may require will remain a dreary and uncultivated waste.

The value of lands of equal fertility will be exactly in proportion to the ease of reaching a market; and we shall endeavour to prove that the public works now carrying on, are calculated in an eminent degree to afford an easy communication with the market to every portion of the state.

The particular advantages to result from the execution of our system of internal improvement, may be shortly stated under the two following heads:

First, a cheap conveyance of the products of our own soil, to our own *Commercial Capital*, and a cheap return of the proceeds of their sales.

Second, The diversion of an immense trade from North Carolina and Tennessee, to the same point.

'Is it true that such are the courses and extent of our streams, that they are all capable of being connected by inland communication with Charleston? Already the waters of the Santee, Wateree, Congaree, Broad and Saluda, are connected with that point by the Santee canal; the Winyaw and Wando canal, now in actual progress, when completed, will receive boats from all these streams, and those which navigates the Wacamaw, Big Pedee, Little Pedee, Black Creek, Lynch's Creek, Black River, and Sampit. The Edisto, now communicates with Charleston, by an inland passage but little exposed. The contemplated canal from that river to the Ashley, will make the communication direct and safe. The Savannah and the streams east of it, have an inland passage to Charleston, between the islands and the main, and already a steamboat plies between them. Thus, while most of the states in the union labour under this disadvantage, that their streams take a course which diverts their agricultural products from their own to other markets, and renders a resort to extensive canals and expensive turnpikes necessary to counteract this unfavourable course of trade—South Carolina finds nature aiding her in every corner of the state, and only requires small exertions to connect the whole of her own and a part of the agriculture of her sister states with her own commerce. A union which if duly promoted and protected, must be attended with the happiest results. Indeed this is all that is necessary to give our state all the commercial and agricultural advantages which its soil and industry is susceptible of.

'Are two thirds of all the market products of the state raised within five miles, and most of the other third within ten miles of a navigable stream? I will be recollected that in most parts of the state, fertility is only to be found in the neighbourhood of our water courses. Our great agricultural interests are there seated. In some parts of the state it is otherwise, but the exceptions are limited. It will be also recollected, that our streams run nearly parallel to each other from the mountains to near the sea board as they approach it, all bend towards the same point.—That traversing the country, in a line with the ocean, you meet navigable streams at every thirty miles, and generally much nearer. The result of these facts cannot be mistaken. But that there may be no doubt left on the subject, permit me to present a nearer view of it. Let me descend to an examination of each particular district. It may have the effect of reconciling all to the expense of an improvement, in which all will feel an immediate interest.

'*Beaufort*, has Savannah river and the sea-board on two sides, and is pierced by several navigable streams and inlets in the centre.

'*Colleton* has the Edisto through its whole length, and Combahee on its south west.

'*Charleston*, with the Ashley, Cooper, Wando, and Santee, passing in every direction through and around it, and covered on one side by the sea and its numerous inlets, has all the facilities of communication that water can give.

'*Georgetown*, with Winyaw bay in its centre, is divided into small sections by Sampit, Black River, Black Mingo, Pedee, and Waccamaw, which pour their waters into this bay, and it is washed on its eastern side by the ocean, and on the South side by the Santee.

'*Williamsburgh*, is bounded on the north east by Pedee and Lynch's creek, and on the south by Santee, and is divided into two equal parts by Black river.

'*Marion*, is composed of the two points of land, which are formed by little Pedee on the east, Big Pedee in the middle, and Lynch's creek, each on the south west.

'*Horry* has the ocean, Waccamaw, and Little Pedee, washing two of its sides and its centre.

'*Marlborough*, has Pedee the whole length of its western limit.

'*Darlington*, is washed by the Pedee, the whole of its western, and by Lynch's creek, the whole of its eastern boundary, and Black creek passes entirely through it.

'*Chesterfield*, has Lynch's creek on the west, Pedee on the east, and Black creek extends up to its southern line.

'*Sumter*, is almost encircled by the Wateree, the Santee and Lynch's creek, and Black rivers penetrates its south eastern section.

'*Kershaw*. Lynch's creek washes its whole eastern side, and the Wateree passes through its western part in its greatest length.

'*Lancaster* has the Catawba on its whole western boundary, and its eastern limb touches the navigable waters of Lynch's creek.

'*Richland* has three sides covered by the Wateree, Congaree and Broad rivers.

'*Fairfield*, *Chester* and *York*, are each bounded on the west by Broad river, and on the east by the Catawba.

'*Orangeburgh* has the Santee and Congaree on its northeast line, and Edsito passes through its ern side.

'*Lexington*, has the congaree and broad rivers for its boundary, and Saluda passes through its northern limit.

'*Newberry*. The Saluda washes its western and Broad river its eastern side.

'*Union* and *Spartanburgh* are both bounded on the east by Broad river, and they have the Pacolet, the Tyger and Enoree passing through them.

'*Laurens* has Saluda river bounding its whole extent on the south west, and Enoree on the north east.

'*Pendleton*. Savannah and Tugaloo are its south western boundary, and the Keowee reaches near the centre of this district.

'*Greenville*. This district partakes less of the advantages of inland navigation than any district of the state, but it is believed that Saluda has navigable waters above its southern boundary.

'*Barnwell* has the Savannah on its whole south west side, whilst Edisto passes on its east.

'*Edgefield*. The navigation of Edisto may be extended to the southern line of this district, and it has Saluda on its north east, and Savannah on its south west.

'*Abbeville* is washed its whole length by the Savannah on its south west and Saluda on its north east.

'Thus, when it is recollected that the districts of the state are from twenty five to forty miles square, and that generally their longest lines are on our rivers it will not be doubted that my position is proved. And I may here add, that scarcely the product of an acre of land in the state, need to depend on land carriage for twenty miles of its transportation to market.'

The only part of the state which seems to be excluded from the immediate benefit of this extensive inland navigation, is the country situated above the navigable waters of the Saluda river. The road leading from the head of that river to Columbia is here substituted for water carriage, as the only means of equalizing the advantages which every part of the state has a right to expect from a system of general improvement.

Exclusive of the advantages already stated, it may be well to consider these works in relation to their cost and probable pecuniary profit.—Whenever the diminution of the cost of transporting the produce of any district of country to market, amounts to the interest of the sum expended in effecting the improvements, the state is remunerated in a pecuniary point of view. A rate of interest which will be constantly augmenting, as the money saved by the farmer, by this cheap conveyance of his produce to market, will be applied to the extension and improvement of agriculture.

Since the Pedee river has been cleared of obstructions, so as to afford navigation for steam and team boats, cotton has been carried from Chatham and society Hill to Georgetown for seventy five cents the bale; whereas it could not be carried the same distance by land for less than two dollars, or by water by the former navigation for less than one dollar and twenty-five cents. Let us suppose that six thousand bales are annually sent to market from this district of country. The difference between the freight by the present mode of conveyance, and that by land carriage amounts to seven thousand five hundred dollars, and between that and the former mode of conveyance through all the difficulties and obstructions, which impeded the navigation, the difference amounts to three thousand dollars. Now the legal interest of the money expended in rendering that river navigable, does not exceed one thousand five hundred dollars per annum. To elucidate still further this view of the subject, let us compare the actual cost of transporting this amount of produce to market, independent of the profits to the carriers. The team boat established upon that river by our enterprising, and public spirited fellow citizen, Gen. Williams, conveys three hundred bales of cotton to market, is propelled by eight mules and navigated by five men, and performs a trip from Society Hill to Georgetown in 15 days. To transport three hundred bales of cotton by land, would require thirty wagons, one hundred and twenty horses, and at least thirty men, for about

eight days. Estimating the expense of the mules at fifty cents a day, and the value of the labour of the men at seventy-five cents, the cost of transporting three hundred bales of cotton by the team boat amounts to one hundred and sixteen dollars and twenty five cents. The same estimate gives six hundred and fifty dollars as the cost of land carriage. Previous to the improvement of the river, a boat carrying three hundred bales of cotton required fifteen men to pole it up against the current, and the trip was never performed in less than twenty days. The improvement of that river therefore, enables the cultivators of that district of country, to send their produce to market at two thousand one hundred and seventy-five dollars less than by the former water conveyance, which was precarious; and at ten thousand six hundred and ninety five dollars less than it could be sent by land carriage. While by withdrawing so many horses and men from the transportation of the produce, and applying them to the improvement of agriculture, the produce of that district must progressively increase.

On the return cargo the saving is equally great, and more sensibly felt by the consumer, who, from the high freight, paid doubly for all the necessaries of life which were brought from the coast. It can be shown that a poor family, situated above one hundred miles from the coast, will save annually, in the article of salt alone, (a prime necessary of life) more than their annual tax, and more than they will ever be called upon to contribute to the internal improvement of the state.

Take, for instance, a family on the waters of Broad River, above Lockhart's shoals. At the present time salt cannot be purchased there under two dollars a bushel. It costs in Charleston, fifty cents, and one dollar and fifty cents to transport it to the consumer. Open the navigation above Lockhart's and for fifty cents, a bushel of salt may and will be freighted from Charleston to the districts of York and Spartenburgh. It is then certain that when the Broad River navigation is completed, a bushel of salt will cost less by seventy five cents than it does now, allowing twenty five cents profit to the merchant. But there is no family in the upper country that pays seventy five cents tax, that does not consume more than one bushel of salt annually. Those who own no slaves, pay only for their lands, and seventy five cents pay the tax for five hundred acres, of an average quality, in all the districts above the falls of the rivers. It is then demonstrable that the diminution in the price of salt alone, occasioned by rendering navigable our rivers, will annually reimburse all that the upper country pays into the treasury, and more than their proportion of the expense of the public works. Take the same view of cotton. From Columbia this article last year cost two dollars fifty cents a bale, for transportation to Charleston, that was the usual freight. Since the work done between those two places, the steam boat charges one dollar and twenty five cents per bale. The cotton planter usually makes from two to three bales to each working hand; at least one bale for every slave he owns. But the tax on each slave is seventy five cents. The planter on the Congaree and above Columbia, then, has cleared in the freight of his cotton, fifty cents a bale more than the tax on the labour that produced it. But he may own twenty acres of land for every bale of cotton he makes: these twenty acres do not pay more than twenty five cents annual tax. The result then is, that the planters who have availed themselves of the steam-boat navigation, have saved, on the freight of their cotton, more than has discharged all their contributions to the government by twenty five cents on each bale they have sent to market. This view becomes still stronger, when it is recollected that this gain is perpetual, and the charge for the public works limited; and when it is further recollected all our products that are sent to market, and every article of consumption that passes from the seaboard to the upper country, will be subject to the same diminution in the expenses of transportation.

The diversion of an immense trade from North Carolina and Tennessee to Charleston we have stated, would result from the execution of our system of internal improvement.

It is a fact of great importance in the consideration of this part of our subject, that all the rivers in our state, with the exception of Savannah, lead directly to the great emporium of our trade; so that while it is in our power to command a large portion of the trade of North Carolina and Tennessee, no other state has it in its power to make a similar diversion unfavourable to us; with the exception that the country on the left bank of the Savannah must find its market in Georgia. It is evident then, that it is our true policy to take advantage of our local situation, and extend our improvements in such direction as to gain from our sister states all the trade we can; and to bring back to Charleston, as much as possible of our own trade which is now engrossed by others.

It is then proper to inquire whether the plan pursued by the Board of Public Works, are calculated to have these effects. The Pedee the Catawba, and Broad River are the great channels of conveyance, by means of which this state of things must be produced. A view of these streams will show, that when they are rendered navigable, this great and desirable object will be effected.

The Pedee, even if its navigation stops at Chatham, approaches nearer to the fine country on the Yadkin, than any navigable waters in North Carolina; and Charleston is now entirely accessible to all their produce. The inducements then for this trade to take this direction, are a better market and cheaper transportation: these must decide its course. But this river is capable of being rendered navigable far above Chatham, and every mile it is thus extended adds to our advantage in the competition. The land holders on this river feel their interest so deeply engaged in giving this direction to their produce, that great exertions are there making to meet our views of pushing the navigation up this river as high as possible.

THE WATEREE OR CATAWBA.

We can have no competition in the trade of this extensive river which waters the finest back country in the southern states, unless we leave it in its present state, closed to every practical use. Open it, and the rich harvests of many counties must be exchanged in Charleston for the merchandize of that city. All attempts to carry on trade by roads leading to the sea-board of North Carolina, must be intercepted by this noble stream, that will convey into Charleston every marketable article that reaches its banks, as regularly as it rolls its waters to the ocean.

Broad river extends its navigable waters about forty miles above the North Carolina line. Although less interesting than the Catawba, it is of great value. The trade that now passes from Tennessee by Ashville, will here find its nearest water carriage; and the produce of the large county of Rutherford, and part of Buncombe, must descend this river to Charleston, as soon as the navigation to the North Carolina line is finished.

The Saluda when opened, will not be without its effect, even in commanding the trade of the west. Its navigable waters will cross the road over which all the wagons now pass that convey the produce of east Tennesse and part of North Carolina to Augusta. It will be strange, indeed, if part of this trade does not seek a better market in Charleston by a good water cariage of two hundred miles in preference of a worse market, over bad roads for eighty miles. But this river possesses a still greater advantage in the facilities it affords of retaining the trade of Greensville, Laurens and parts of Edgefield and Abbeville, which now goes by land to Augusta. Perhaps few districts in the state could yield to our commercial capital a richer and more willing harvest than these. Yet they are now reluctantly forced to another market, merely because that beautiful river has not been opened.

The Saluda mountain road has its weight in this consideration of the subject. The western trade which has heretofore passed these mountains, has principally been carried on with Augusta.—To give our towns and city a fair competition in this trade, has been one of the objects of this road, and it must have its effect. For when a steam boat navigation can transport from Columbia to Charleston the articles of this trade as cheaply and nearly as expeditiously as they can be conveyed from Augusta to Savannah, the advantage of a more steady market and better and shorter road will have its desired influence.

There is one other view of this subject of considerable importance to this state. This is known to be the course of the trade of the western country nearest to us. The goods that supply that trade are purchased to a great extent in Baltimore and Philadelphia, and paid for in cash drawn from South Carolina and Georgia. Their horses, mules, hogs, and cattle, are brought to our market and sold for cash. This supplies the means of paying the northern merchant. Wagons are often sent to the north empty, and loaded back with goods. This trade is a very inconvenient one to the western country.—Their sales and purchases both cost them a long and expensive journey to the north and to the south. It is also very injurious to us, because it causes a constant drain of our

circulating medium, which being in high credit, answers the northern market better than any western paper. All this arises from the difficulty of communication with Charleston. Make that communication expditious and cheap, and our city will supply what is now brought from the north. At the same time that western produce is sold here, goods will be here purchased for their consumption: one journey will effect both objects and the trade to us will become an equal one. We shall then pay in merchandize what we now pay in cash. Are the improvements now making, calculated to produce this equality so favourable to us? When the Catawba and Broad River navigations are carried to the foot of the mountains and within fifty miles of the western country, when the western road has become the best and shortest pass in the whole ridge of the Blue and the Allegany mountains; can any one doubt that all the heavy supplies will ascend these rivers to their heads, and by a short land carriage descend to the place of consumption? The lighter and more valuable articles will form the return loads of the wagons which must be employed in this trade, and will meet but few difficulties in following the Saluda road. It may therefore with certainty be calculated that the works now going on, will render profitable the western trade, which is not so now to us: and that Charleston will supply what is now purchased in Baltimore and Philadelphia.

These views, no doubt influenced the legislature in adopting the plan of internal improvement, and they appear to have been steadily pursued by the Board of Public Works.

FOR THE AMERICAN FARMER.

PROCEEDINGS OF THE AGRICULTURAL SOCIETY OF ALBEMARLE.

Read, October 10th, 1820.

No. 3.

On the importance and advantages of keeping a regular diary of the operations of husbandry.

ORANGE, (Va.) August 1820.

P. MINOR, Esq *Sec'ry. of the Agri. Society of Albemarle.*

DEAR SIR,—A continued state of ill health for the last two years, of which you have been aware, has hitherto prevented, any communications on my part, to our Society, and indeed the attempt is now made, more in compliance with your individual wishes, than with any hope that it will be in my power to add any information to the general stock of our society. But as I hold it to be the bounden duty of every member to throw in his mite, how small soever it may be, I offer through you to our society the following observations, under the hope that the ideas thrown out, may elicit from others better qualified to do justice to the subject, those details, and that practical information which its importance merits. I have marked with no little satisfaction and interest the rising importance which the subject of Agriculture is assuming among *Agriculturists*; and I auger well of the results, because the unusual importance which the subject seems to have assumed, appears to be founded upon habits of observation, reflection and method, which I consider as indispensable pre-requisites towards improvement in the science. It will therefore be the leading object of this communication, to impress upon the minds of our Agriculturists, the importance of habits of attention to, and observations on, all the daily operations of the farm; from which will naturally result method and order, giving a harmony and beauty to the whole system and a facility of execution to all its details.—I know of nothing which is so powerfully calculated to fix and familize us to habits of this kind, as that of keeping a diary of all the operations of the farm, in which shall be noted down in a plain and legible hand, for the sake of future reference, a minute account of its daily occurrences and operations.—The quantum and distribution of labour of all kinds. Observations on the weather, and the influence of the seasons on the crops; summary statements at regular periods of time of the general state and progress of the business, planting, seed time, and harvest; with a thousand other details which will readily occur to every one, at all conversant with a farm, the whole to be regularly paged and alphabetically indexed. All this at first view may appear to many as a superfluous trouble: But twenty years experience myself, of the good effects of this practice enables me to recommend it with confidence to our agricultural brethren. What may possibly to many be a little irksome at first, time and practice will soon render not only familiar, but even pleasant and agreeable. From a comparison of our annual labour, one year with another. we shall derive both satisfaction and improvement. We can mark distinctly the results of various improvements and experiments; scrutinize with more accuracy the chain of causes and effects, and thus be enabled to correct many errors, in practice, and at the same time derive an increased stimulus to future exertions.

Let the farm be large or small, I consider it as indespensibly necessary that it should be regularly surveyed and *mapped*. In which the arable shall be distinguished from the woodland and each field shall be laid down, numbered, named, and its contents in acres accurately ascertained. This makes reference easy, gives a confidence and certainly to all calculations based upon the contents of the fields, enables you to ascertain with precision the extent and amount of your enclosures, to adapt the quantity of land cultivated, to the number of your labourers, to regulate properly the quantum of seed and labour of all kinds necessary to be applied to each field, and serves to banish those loose, hap-hazard, careless and guess work habits, but too prevalent among us, and unquestionably the bane of all good husbandry.

Perhaps a better idea may be formed of what I consider a diary ought to embrace, by giving you a transcript of the Index of mine of the last year with some tabular statements explanatory thereof. It will readily be perceived that ample room for enlarging this Index, and of course the sphere of observation in the dairy is afforded, to those possessing health, intelligence and leisure. Mine is limited to a few general heads, such as will most likely correspond with the occurrences of every farm. And I cannot help flattering myself with the hope that limited even as this is, if the practice could become general among our farmers, our husbandry would soon assume an improved appearance.

Index to the diary of farming operations on Wood Land farm, on North Anna River in the county of Orange, 1819.

Flax, and all appertaining to the crop.
Fly Hessian, notices of their depredations, remarks on.
G. Garden, and all appurtenant thereto,
Grasses, different kinds cultivated on the farm, facts noticed testing their comparative value.
H. Hoe work, account of, as applied to the crop.
Harvesting of the various kinds of grain, with a tabular statement of the contents in acres of each field to be harvested, seed sown in each, number of shocks in each, with an estimate of their contents, number of hands employed in cutting or reaping, with the average number of acres cut per day, number of hands employed per day in binding, shocking or otherwise securing the grain, with the total number of days and hands employed in harvest.
Harvesting hay, timothy, herdgrass and clover, account of time and labour expended, number of acres in each kind of grass, amount of crop
Hemp, seed, land, and produce, account of.
I. J. Ice, time, team, and labour expended in getting.
Inventions new, and improvements of old, notices of.
Jobs necessary, list of, for reference when opportunity offers to accomplish them.
L. Labour extra, hired during the year.
M. Manures, modes pursued and materials used in making, number and kinds of loads obtained, and number of acres manured, to what crops applied and times of application.
Meats, raised and killed on the farm, what sold and what consumed thereon.
Market, grain and all other produce sent to.
Mill, grain sent to.
Machine wheat, time employed in threshing grain, force necessary to drive it, and number of hands to attend it, average work of per day.
Meadows, time employed in preparing, scrubbing and cleaning, produce of, noted under the head of hay.
O. Orchards, and all relating thereto.
Overseer, wages and expenses of.
Oxen, number of yoke worked, manner of keeping, their value with horses compared, expense of, work of in carts, ploughs, and harrows.
Oats, time of seeding, different kinds, time and mode of preparing land, seed, produce per acre.
P. Ploughs and plantation tools, list of, remarks on.
Plaster, amount used annually, various uses to which applied, rate per acre, expense of, its effects.
Ploughing, time, manner and quantity performed.
Peas, Potatoes, Pumpkins, time and manner of planting, quantity, seed, labour expended and produce of crop, to what uses applied.
R. Ruta Baga do. do. do.
Rye crop, time of seeding, mode of preparing land, seed and produce per acre.
Rails, new ones mauled and time spent therein.
Roads, public and private, work on.
Ripples, for gathering clover seed, size and description of box, drawn by a horse, quantity gathered by each ripple per day.
S. Stock, number and value of each kind, account of increase, mode of keeping, and management of.
Stables, plan of, and remarks on the management of.
Smut in wheat, its first appearance, experiments with seed to obviate its effects, results.
T. Timber, plough and plantation do.
Time, employment of, within doors during spells of rain and snow.
Turnips, preparation of land and mode of seeding, time and labour expended, produce of crop.
(Tobacco excluded from my system.)
Tools, farming, list of.
W. Wheat crop, kind most productive on high land.
do. do. on low grounds.
mode of preparing fallows for do.
do. of corn land for do.
tabular account of wheat seeded, shewing the time of seeding, kind of land, whether fallow or after corn, modus operandi, or how put in, its locality on the farm, kind of wheat, number of bushels in each piece, number of acres in do. rate seeded per acre, average rate of crop, produce of the crop, and general remarks on the state of the weather during seed time.
Weather, state and account of, as influencing the operations of the farm.
Wagon, work of, both on and off the farm.
Worms cut, &c. } notices of.
Weavil, black and white }
Winter farm pen, for stock of all kinds, rules for its locality and structure.

I consider it not only necessary that the whole contents of each field should be known, but as every field is subdivided by roads, branches, and other natural or artificial divisions, that it is important to know the contents of each subdivision, for the due regulation of the labour, seed, &c. Hence in the form annexed below of a seed tabular, in the column assigned to that purpose, the contents of each section or subdivision of the field is designated, with the quantum of its seed, &c. From this table immediately preceding harvest, another is formed for the pocket (also annexed below) which should accompany the farmer throughout the harvest, giving the contents in acres, with the kind of wheat, quantum of seed, &c. of each subdivision of the field, transcribed accurately from the seed tabular, with blank columns for the number of shocks, and the estimate of their contents, &c. to be filled up as each piece is finished. This enables you with a little experience to ascertain with precision the time and amount of labour necessary to harvest each piece, and of course the whole crop. It affords you, moreover, a comparative view of the produce, acre for acre, of the different kinds of wheat, and of the several sections of your field, and when the crop is threshed or otherwise complicated, it enables you to bring your estimates to the more certain and satisfactory test of actual produce.

All which, is respectfully submitted.

DABNEY MINOR.

SEED TABULAR....1819.

Seed Time.	Kind of land, fallow or corn, how prepared, how put in and when seeded.	Kind of Wheat.	No. of bushels.	No. of Acres.	Rate per acre.	Average rate of the crop.	Produce of the crop.	GENERAL REMARKS.
General Amounts,	-	-						

HARVEST TABULAR....1819.

Locality of each piece.	Seed	Acres	Shocks.	Estimate of shocks.	Actual produce.	No. of reapers.	Days of reaping.	No. of hands shocking.	Days employed shocking.	GENERAL REMARKS.
General Totals,										

ADDRESS

OF T. LAW, Esq. TO THE

AGRICULTURAL SOCIETY

IN PRINCE-GEORGE'S COUNTY,

At their Semi-Annual session, in October last.

In my last address, I alluded to the embarrassments of agriculturists produced by the scarcity of money, and the want of domestic manufactures to be exchanged for those of the soil, which would soon be in plenty and cheap, had we money to make them. Mr. Malthus on his late work on the principles of political economy, has profoundly observed, that "no nation "can ever possibly grow rich by an accumulation of "capital arising from a permanent diminution of con- "sumption—the fortune of a country like that of "most merchants, is made from *increased gains* and "not from a *diminished expenditure*. The market "prices of commodities, are the immediate causes of "all the great movements of society in the production "of wealth. It is not the same to the labourer whe- "ther wages rise or provisions fall—in the first place, "he is sure of full employment, in the other case he "may probably be thrown out of work. It is true, "that wealth produces wants, but it is a still more "important truth, that wants produce wealth. The "desire to realize a fortune in order to provide for a "family, is a powerful motive to exertion; but the "motive would not operate to the same extent, if from "the want of other consumers, the producers were "obliged to consume nearly all that they produced "themselves."

By some of my brother members, my allusion to our present difficulties and to the only means which can restore us to our former prosperity may appear irrelevant; and they may remark, that our Society is established particularly to promote agricultural improvements, that we may increase our crops. In Sir John Sinclair's judicious Code of Agriculture, (the most complete work I have seen,) there is the following passage which I trust, will justify my seeming deviation. "It has long been considered as an incon "trovertible proposition, and approaching to the na- "ture of an axiom, 'that whoever could make two "ears of corn grow, or two blades of grass to grow "upon a spot, where only one grew before, would "deserve better of mankind, and do more essential "service to his country, than the whole race of *poli- "ticians* put together.' There never was a greater "instance of sophistry, than this doctrine of Swift's; "he seems not to have been aware of the immense "benefit conferred upon agriculture, by a judicious "system of civil policy, in fact the prosperity of "agriculture *depends upon the politician*; the better "and the more equitable the civil policy of a country, "the more perfect will its agriculture become.— "Those politicians or statesmen, therefore, who by "removing every obstacle, and furnishing every pro- "per encouragement to agriculture, promote its ad- "vancement, have a higher claim to the gratitude of "mankind, than those who have merely performed a "secondary or practical part, which part they never "could have performed at all, but under the protec- "tion of wise laws, regularly administered. This leads "to the most important discussion perhaps in the whole "range of political inquiry, and respecting which the "most ill-founded prejudices are unfortunately enter- "tained, namely what public encouragement for the "advancement of agriculture, ought a wise govern- "ment to bestow."

"Many able men *reasoning solely from the abuses to which the system of encouragement is liable*, have thence been induced to condemn this policy, and to recommend, that of giving to individuals, the entire freedom of exercising their industry, in their own way, without any legislative interference whatever. They dwell much, on the reply made by some of the principal merchants of France to the celebrated Colbert, who having asked, *what government could do for them*, was answered, "Laissez nous faire." (*Let us alone.*) On the other hand, they totally reprobate *the mercantile system*, as they call it, (or a series of laws which have been enacted in this country for promoting the prosperity of commerce,) as in the highest degree impolitic, though under that very system the commerce of Great Britain has risen to a height altogether unexampled in history."

"Mr Walker of Mellendean, in Roxburghshire, from 3366 English acres, with a population of 250 souls depending on its cultivation for subsistence, sends of surplus produce to market, 3551 quarters of grain, and 7000 stone of butcher's meat, or per acre ten bushels of grain, and two stone, seven pounds of butcher's meat, 14 pounds to the stone, and 16 ounces to the pound."

"But the prosperity of a nation as before observed, depends, not only on having a great marketable surplus, but also *on its disposable produce fetching such a price*, as to encourage reproduction—this was the case during the last war; nor is it alone sufficient, that the farmer should have a price adequate to promote reproduction, he should have likewise such a command of capital, (and if it must be borrowed, at a moderate rate of interest,) as will enable him to carry on his business with energy; indeed when that takes place, it lays the foundation of general prosperity.—It will not be disputed, that a hundred persons may be put to the greatest inconvenience, because one individual, at the *head of a chain of circulation*, cannot pay one hundred pounds. Enable him to pay that sum, and progressively those connected with him are relieved. It is the *farmer* who is the first link in the chain of circulation; he is thus enabled to employ not only a number of labourers, but to purchase goods from the manufacturer," &c. &c. In a note, Sir John Sinclair makes the following strong observation, "the superior influence of the farmer in promoting national circulation, is as important a discovery in politics as Sir Isaac Newton's, who first ascertained the principle on which the heavenly bodies circulated, was in astronomy. It is founded on the system of country banking, which ought to be placed on the securest possible footing. *Those nations can only be eminently and permanently prosperous whose governments will act upon that system.*"

These extracts will not I hope, be deemed irrelevant, for we are all suffering by low prices of grain, which discourage reproduction—it gives me pain to learn that my neighbours are greatly reducing their flocks of sheep, because wool has fallen two-thirds in price, and even that price cannot be often obtained without a long and doubtful credit, for the manufacturer cannot receive prompt payment for his cloth. In England the capital required to stock and support a farm to become profitable, is estimated at from 4*l.* 4*s.* to 10*l.* and 12*l.* on arable land, and at 30*l.* to 40*l.* on grazing farms. It is in vain for us to recommend good barns, good stables, good horses and oxen, and good implements of husbandry, and a sufficiency of hands. The reply I almost always meet with is, "money is not to be had" Sir John Sinclair justly states, "if a farmer has not sufficient stock "to work his lands properly, nor sufficiency of cattle "to raise manure, nor money to purchase the articles "he ought to possess, he must under ordinary circum- "stances, live in a state of penury and hard labour." We here behold the present situation of our own farmers, veluti in speculo. Should the planters of tobacco and cotton experience a fall of prices similar to that of grain, our Prince Georges farmers will be poor in the midst of peace and plenty.

It seems to be the will of Providence, that man, through error should ultimately discover His immutable principles or laws, and that when after much suffering a truth shall be developed, we shall be more permanently attached to it by the contrast of accruing benefits, and more grateful to the Allwise, Supreme, first cause. Under a despotic government, the selfishness of a few may counteract the progress of knowledge; but in the United States where every citizen is interested in the general welfare, whatever is advantageous must sooner or later be adopted by the public will. Discussion, like collison, elicits light, and we may be confident that our Legislators will determine what is most adviseable and beneficial. With this conviction I dismiss the subject.

I will now recommence my agricultural details, with Cato's maxim, that "the great object of a farmer "ought to be to provide food for cattle." Cobbett has recommended the first of July for commencing sowing Ruta Baga, but I am inclined to prefer the 10th of June, that they may be thinned and transplanted about the 1st of July, after a shower. I find moist ground, not liable to be overflown, the best for turnips, but it must be also manured; the fly on high ground I have found particularly destructive this year. By early sowing, the plants are strong enough to resist the flies, and grass-hoppers are driven out of the meadows during hay making—if also a few turnip seed are sown broad cast just before the intended crop, the flies will be thus decoyed away. This I think, I witnessed this year, as I have a very fine crop of early sown turnips, and have lost all those sown afterwards. The richer the soil the quicker the plants grow beyond the power of insects. On Ruta Baga, Turnips, and Straw, I rely for feeding my cattle. During the winter and last year, when my barn and stacks of oats and wheat were burnt by the carelessness of a black smoking a pipe whilst threshing, my hay and turnips wintered my cattle, and I benefited by butter sent to market.

Mr. Fenwick sent some fine wheat from Spain, which Mr. Young distributed last year; my portion, has produced very abundantly—small parcels I have brought with me, to be distributed amongst our members, that it may spread amongst us if approved of.—The straw is pithy, and corresponds with the following description from Sir John Sinclair, who says, "happening to call on Mr. Dudgeon in the Strand, an intelligent dealer in grain, he gave me about 110 pickles of a species of wheat that had come from the Cape of Good Hope, and when sold at Mark Lane, had fetched from 10*s.* to 15*s.* sterling, more than the finest Dantzick. I dibbled these pickles in one row, on a dry soil and in a well sheltered garden, on the 17th of May, and they grew so well that in about six weeks afterwards, I transplanted them into four rows more, leaving every fifth plant in its original place.—The five rows grew with equal luxuriance and produced in all 1738 ears, which were carefully counted, and as each ear yielded on an average 30 pickles, the increase has been very great, about 512 for one. Some of the ears were ready about the end of August, and the whole were ripe about the middle of September. The straw has a pith in it like a rush; a species which it is said, has this advantage, that if rusted or mildewed, the grain derives nourishment from the pith."

The choice of good seeds and the changing of the same kind of seed from one farm to another, is of great importance, as is also the changing and crossing of cattle, a good report on the different kinds of corn or maize is very desirable, some recommend the corn with high stalks and large ears, whilst others object to them for being great exhausters, and not so profitable, as what is termed Mr Lee's corn, which does not grow so high, ripens earlier, and of which three or four stalks may be in a hill, instead of two of the larger corn.

I particularly recommend attention to sub-soils; a neighbour of mine has for years ploughed a field about three or four inches deep, which produced bad crops from a sandy surface; whereas the substratum being clay, if it had been turned up and combined with the sand, his crops would have been very superior.*

When Mr. Skinner's work has a good index, the

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* Sir John Sinclair states, that there is a most intimate connexion between the soil and sub-soil, the fertility of the former depending most essentially, on the quality of the latter. According to the nature of the sub soil, as well as of the soil, the farmer ought to select his plants, to determine on the species of manure to be employed, and to arrange the course of cultivation. To ascertain the nature of both the soil and sub-soil, is therefore of the highest importance; it may be the means of explaining peculiarities and anomalies, and it may suggest the best method of improving a soil, by correcting the defects in its constitution, and removing the causes of its sterility—an inquiry, aided by the public, might explain all these difficulties and lay *a basis of improvement*, incomparably superior to any that has been attempted.

agriculturist will with ease obtain information on every point, and I hope that he will particularly point out when any practice previously recommended, has been found erroneous and been subsequently objected to; for farmers may sometimes attribute success to a wrong cause, by not adverting to an uncommon season—the quality of the soil, its elevation, &c.

I must entreat tobacco planters, to sow some seed in hot-beds, sheltered from the north winds before winter by way of experiment; they may have plants ready to transplant early in the season, and so strong in spring as to resist the destructive fly—by the present mode of sowing in March and April, the plants are affected by frost and drought, and great losses are experienced—the plants also are often destroyed by drought when transplanted, and the tobacco comes too late to maturity for well curing. Gardeners avail themselves of hot-beds to have early productions, to transplant in spring; and surely tobacco plants might be reared in the same way in rich soil, and well protected from frost by being covered.

Trusting that our communications will increase, and being informed of several to be presented, I will not occupy too much of your time. The numerous Societies which have been lately established throughout the United States, will no doubt consider how other nations are improving in agriculture, to supply themselves with food and raw materials, and how essential it is for us to have consumers at home—and to become independent as much as possible in every sense of the word. We cannot envy others in their useful pursuits, which must all lead to our benefit. Agriculture will always be the most important, according to Sir John Sinclair's motto from Cicero, "nihil est meluis, nihil uberius, nihil dulcius, nihil "homino libero dignius.

THOMAS LAW.

As I cannot attend the ensuing agricultural meeting, and Mr. Law having shown me his intended address, I can bear testimony in favour of the corn called by him "Lee's," that the lot I have seen must produce a third more than that commonly cultivated by the planters of Prince-Georges—it does not produce perhaps half the fodder, but I think that a trifling consideration in comparison with the great increase of grain, which exceeds any of my best corn, even where land is superior.

N. MADDOX.

THE FARMER.

BALTIMORE, FRIDAY, DECEMBER 1, 1820.

☞ The Editor of the American Farmer—published at Baltimore, wishes to make a collection, in the ear, of all the varieties of Indian corn, cultivated or known in the United States.

The object of making this collection, is to benefit Agriculture as a science and as a practical pursuit, in a variety of ways which will be hereafter more particularly explained.—He entreats his subscribers and other gentlemen, to send him by some safe *private conveyance*—one or two ears of such corn as they may in *any way* deem remarkable, either for colour, size number of rows, time of coming to maturity, &c. &c, mentioning the name by which the corn is known where it is cultivated. And it is further and earnestly requested that the Editor may be furnished with *a few seed* of any trees, shrubs, fruits, or vegetables which are deemed *peculiar to our own country*, or any particular district of it. The object of this request is to exchange them with the Horticultural Society of London, for seeds, &c. &c.—and those who furnish any thing new or peculiar, under this request, will be entitled to a part of what is received in return.—These seeds, when put up in small parcels, weighing not more than *half an ounce*, and being for the general benefit of American Husbandry; may be sent by mail, addressed to the Post-master of Baltimore.

Editors of papers, throughout the United States, are respectfully requested to copy the preceding. ☜

The flattering encomiums, and generous support which have been bestowed on this Journal, have so far exceeded the anticipations of the Editor, and his own ideas of its merit, that he is almost ashamed to make any further appeal to the public in its behalf. But while the encouragement given to it by the most distinguished and estimable men of all parties, impresses us with gratitude—it naturally inspires the ambition to enhance its value, as well by improvement in its materials as in the objects to be discussed, and the general manner of conducting it---to accomplish this purpose very heavy expenses must be incurred. To meet these additional expenses, the Editor can only look to *an increase of his subscription list.* To shew the necessity of this, it may be sufficient to mention that it will take the whole amount of *twenty subscriptions*, to pay the Engraver---(who by the by, is a very moderate, skilful and meritorious young man) for the work now in his hand---and which is designed to illustrate a *single subject* to be discussed---considering it one of great importance in many parts of the United States, we did not hesitate to incur the expense, trusting that our friends may have it in their power, with a little exertion, to send us as many names as will meet the additional charge.

The particular branch of rural economy, here referred to, is that of *Pise*---or buildings constructed of *dirt*, very different indeed, in neatness, durability and the principles of construction, from clay and straw buildings.

Pise churches are now standing in France, which have been built for centuries---and we understand that a most exemplary and spirited farmer of Virginia, has very successfully experimented in this sort of buildings ---but we will not now anticipate details. The heavy expense we have encountered for this object alone, is very significant proof of the high and serious consideration to which we think it entitled at the hands of the American Farmer.

☞ To delinquent subscribers.---It is well known that according to the terms of this Journal, subscribers are required to make payment *in advance*---experience has proved, that papers which depend on *subscription only* and not on the profits of *advertising*, cannot long endure, whatever may be their claims on public support, unless they strictly adhere to the rule of requiring the money to be *paid in advance.* From this rule we are determined not to depart, even if we should have but 100 subscribers. It is much more reasonable, that one thousand persons should trust us for the amount of subscription, than that an *individual Editor*, should credit *one thousand people* for four or five dollars---for supposing the one or the other to be so neglectful or dishonest as not to comply with his engagements; the subscriber in the one case would lose his *four dollars* merely, whereas the Editor in the other would lose $4,000, and perhaps be utterly ruined; but rigidly as we have intended and endeavoured to exact payment in advance---it has happened, that in some cases subscribers are still in debt to us. A becoming respect to those who have honourably and punctually complied, by the payment of their subscription in advance---makes it proper that we should explain how it has happened, that others have received the paper, who have *not thus complied.*---It has then generally happened in this way---some tried friend of the establishment in his zeal to promote the circulation of the Journal, has informed the Editor, that his friend Mr. ——, has expressed a desire to have it, or has desired him to write for it---promising that when the paper was received and the terms known they would be fulfilled, and the friend thus writing, expressed his conviction, that the person thus desiring to have the paper, would faithfully remit the money on the receipt of the paper---in such cases, we have felt it to be a delicate matter in respect to a known and tried friend, to refuse to send the paper to the person designated by him---yet in several such cases, we have *not been paid*, and the Editor is exposed to the suspicion of having voluntarily departed from his rules, in favour of particular persons. Now we once again distinctly offer to these gentlemen, who have taken the benefit, such as it is of our labours and neglected to pay, that if they will return us *all the papers* they have received in good order, stating that they have been deceived as to their value and found them not worth the money, in that case—we will send them a *receipt in full.* But if on sight of this they do not accept this offer, we shall expect them of course, as honest men, to pay us, as for "goods had and received." The case is a plain one and requires no mincing phraseology or circumlocution.—You have had the fruits of my labour, my duty and promises to you, have been faithfully and zealously discharged. *The conclusion is obvious.*

Present Prices of Country Produce in this Market.

Actual sales of Wheat—White, 76 to 80 cts.—Red, 70 to 75 cts—Old Corn, 35 to 37 cts—New do. 31 to 32 cts—Rye, 45 to 46 cts—Oats, 25 to 28 cts—Hay, per ton, $18—Straw, per ton, $7—Flour, from the wagons, $4—Whiskey, from do. 30 to 31 cts.—Pork, per bbl. $14—Beef, do. $11 to $13—Butter, per lb. 25 to 31 cts—Eggs, per doz. 20 to 25 cts—Veal per lb. 6 to 8 cts—Lamb, per quarter, 37½ to 50 cts—Beef, per lb. prime pieces, 8 to 10 cts—Hams, 12 to 14 cts—Middlings, 10 cts.—Chickens, per doz. $2 50—Potatoes, 37½ cts—Live Cattle, $4 50 to $6—London White Lead, $4 25—American do. $3 75 Boiled Oil, $1 37½—Feathers, 50 to 62½ cts—Tar $2—Turpentine, soft, $2—Spirits, do. 35 cts.—Pitch, $2 25—Lard, 11½ to 12 cts.—Shingles, best Deep Creek, $8 50—Do. Small, $4 75—Flooring Plank, 5-4 $27---Cotton, Upland, 17 to 19 cts.---No sales of Virginia or Maryland Tobacco.